

JANUARY 2018

The National *Falcon* News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1964 Falcon Four-Door Sedan
Jeffrey Barna
South Hadley, Massachusetts

ON THE COVER

Jeffrey Barna (FCA #13942) sent us this timely winter cover photo shot of his Falcon in the beauty of winter near his home of South Hadley, Massachusetts. Many Falcons are garaged during the winter months, but Jeff shows us his 1964 four-door sedan gets around well—even in the snow. Read Jeff's story and enjoy more photos on page 8.

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CALENDAR OF EVENTS

MARCH 23-24, 2018

SOUTHERN COAST REGIONAL, PENSACOLA, FLORIDA

Hosted by Southern Coast Chapter

Use form in this issue to register

APRIL 13-14, 2018

TEXAS REGIONAL, AUSTIN, TEXAS

Hosted by Capital City Chapter

Check falconclub.com for updates.

APRIL 20-21, 2018

BON TEMPS REGIONAL, GONZALEZ, LOUISIANA

Hosted by Bon Temps Chapter

Use form in this issue to register.

MAY 4-5, 2018

19TH KCFCA REGIONAL, BETHEL, PENNSYLVANIA

Hosted by Keystone Chapter

Check falconclub.com for updates

JUNE 1-2, 2018

OHIO VALLEY REGIONAL, DAYTON, OHIO

Hosted by Ohio Valley Chapter

Check ovcfca.com for information and updates

JULY 18-21, 2018

FCA NATIONAL MEET, WICHITA, KANSAS

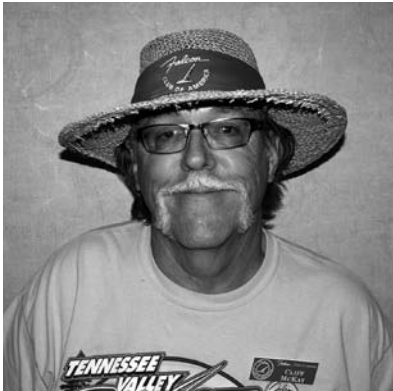
Hosted by Wheat State Chapter

Register online at falconclub.com

Please send your FCA event information to
fca.editor@yahoo.com and admin@falconclub.com.

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

“...always be a ‘Work Safe’ hobbyist on your projects; wear protective gear and work with friends whenever possible. If you need some assistance, there’s no reason not to ask another Falconeer.”

Oh yes or oh no? I’m betting that just like me, most of you still have those Christmas decorations yet to be taken down. I know I really should get that done. You’d better get those Happy New Year’s resolutions and plans implemented right away, lest you forget. I hope all of you and yours had a great Christmas and New Year holiday season and were able to enjoy your time with family and friends.

A lot of us have had to tuck away our Falcons for the winter—except maybe you lucky Coast lovers. If we’re lucky many of us will be able to get our major upgrades or new project cars completed this winter. Remember to always be a “Work Safe” hobbyist on your projects; wear protective gear and work with friends whenever possible. If you need some assistance, there’s no reason not to ask another Falconeer.

Hopefully all our members enjoyed looking through the 2017 National photos in the December FCA magazine. Maybe some of those will spark an idea of something special to upgrade your own bird. I would again like to ask if any of you know of good parts vendors and service providers, please ask them to consider advertising in our magazine. We have a new simple business card ad section that is quite reasonably priced.

This time of year is also a good time to start thinking about parts you need or want or maybe the parts you want to take to a regional or the National Meet Swap Meet? Is cleaning and organizing of your workshop maybe overdue like

mine is? Many FCA chapters schedule garage parties, work sessions, or both; these can really be fun and quite productive. I know I’m usually more motivated and focused doing projects when I have a little help from my friends.

If you have suggestions or ideas for items you’d like to see available at the FCA store this year at the 2018 Nationals, please let Bonnie Stringer, Mary Wagner, or I know as soon as possible. Your requests will seriously be considered.

Speaking of Nationals, I highly recommend that you start planning to attend the 2018 National in Wichita, Kansas hosted by the Wheat State Falcons Chapter. Early registration always helps the chapter who is planning these events. Remember to also get your hotel reservations soon; that can help impress the hotel with just how much business we bring! Remember this year you can complete all your registration information via our FCA website and make your payments there as well. I would love to see a great turnout in Wichita. This is my hometown and the chapter I helped establish about 20 years ago. Please note that on page 29 of last month’s issue as well as in this month’s magazine you will find additional information of things to see and do while you are in Wichita.

Take care! Remember to have a safe winter and have fun working on your projects as your local weather permits. Falcon On!

—Cliff McKay (FCA #7987)
Peck, Kansas

WHAT A TRIP!

MILE HI CHAPTER RIDES THE RAILS

Originally published in the Mile Hi Chapter's Newsletter *Falcon Transmission*, Vol 37, Issue 6

On Friday October 6, 2017 the Mile Hi Falcon Club left the Park and Ride near Bandimere Race Track for a trip to ride the Cumbres-Toltec narrow gauge railroad train from Antonito, Colorado to Chama, New Mexico. The weather was brisk and pretty chilly when we left but improved quite a bit the further south we went. The scenery was absolutely beautiful down Highway 285 through the mountains. As we got further south the lush alpine scenery gave way to the dry arid country side near the Sand Dunes National Monument in southern Colorado but, not to disappoint, mother nature blessed us with her majesty as we climbed into the picturesque mountains of New Mexico.

We started our trip with a caravan of six cars. John and Peggy Ketcher



led the pack, with Jurgen and Cindy Steinert, Tom and Mary Kay Mansfield, Joe and Bonnie Borgerding, Jim and Fay diZerega, and Judy Scott with daughter

Cindy and grandsons Evan and Wyatt. We were joined in Chama by Rainer Hantschel and Junior Weed-Ziegler.



MILE HI CHAPTER OCTOBER 2017

Article By Cindy Steinert and John Kechter
Photos By John Kechter, Fay Dizerega, Rainer Hantschel, Junior Weed-Ziegler, and Judy Scott

The River Bend Lodge is a quaint little motel on the south side of Chama on the banks of the Rio Chama River. Everyone hiked the river walk after arrival to get the kinks after the long drive out. Deer crossed the path while we were walking and we also had fun getting a group picture.

Saturday morning we picked up our tickets and boarded the bus to Antonito to catch the train for the ride back over the Cumbres pass. The narrow gauge rail cars took us back to days gone by. The train ride was a 64-mile trip through some of the most beautiful scenery anyone could ever imagine. The seasonal fall colors were absolutely breathtaking and fabulous. The train stopped at Osier for lunch

which was all-you-could-eat cafeteria style. It was amazing how fast the restaurant got everyone through and the food was great!

We even had a Sheriff on board. He claimed we had a train robbery and he took pictures looking to identify the culprit. Sneaky guy, he

then attempted to sell the pictures as souvenirs.

It was a wonderful weekend enjoyed by all. Weather was also beautifully sunny and warm. Thanks to John and Peggy Kechter who organized the event.



*Yes, that is our caravan.....no Falcons!
But if was made up of great Falcon
friends having a good time.*



The Cumbres & Toltec Scenic Railroad is a three foot narrow gauge heritage railroad running between Chama, New Mexico and Antonito, Colorado. The line runs for 64 miles over 10,015 feet Cumbres Pass and through Toltec Gorge, from which it takes its name. Trains operate from both endpoints and meet at the midpoint. The train traverses the border between Colorado and New Mexico, crossing back and forth between the two states 11 times. The Cumbres & Toltec Scenic Railroad received the designation of a National Historic Landmark in 2012 by the U.S. National Park Service.

—wikipedia.com



Reprinted from **Ford's Buyer's Digest
of New Car Facts for 1967**

Ford has always been deeply involved in the search for better ideas. No single thought more clearly expresses the principle that has guided Ford Motor Company for more than half a century.

As the Ford Model T of 1909 was a better idea that set the pattern for the industry—and the world—so today, a better idea called Mustang sold more than any other new car in history, started a trend and has become a classic in its own time.

A much better idea evolved as the Model T's planetary transmission which eliminated gear clash and proved out the mechanical principle of the automatic transmission. This led to the development of another better idea: three-speed Fordomatic transmission. It was pioneered by Ford when others in Ford's field offered only two-speed automatics. Today, Ford is first with still another better idea in transmission design—SelectShift Cruise-O-Matic, the transmission that shifts automatically or lets you shift it like a manual. All you change is your mind.

The Ford Model A embodied a whole series of better ideas in a car so well designed and so successful that tens of thousands of them are still running today—35 years after production stopped.

One of the better ideas that came with the Model A was America's first production safety glass. Prior to its introduction as standard equipment in Model A windshields, safety glass was found only in the most costly American and European cars. Now, Ford brings you an even better idea—new, thick laminate safety glass, designed to make windshield glass safer than ever.

When Henry Ford became absorbed in the search for a smoother, more powerful engine for his cars, he got a better idea—the concept of a low-cost V-8 engine with cylinder block and crankcase cast in a single, compact, weight-saving unit. Up to that time V-8's were large and heavy because they had to be assembled from separate castings, which, in turn, made them prohibitively expensive. To make the lighter V-8 a reality for low-cost mass production, Henry Ford and his engineers literally rewrote the book of automotive foundry practice.

The tradition of leadership in foundry technique continues with such recent better ideas as the “thin wall” casting of compact, lightweight Sixes and the small, yet powerful 289-cu. in. V-8's that prove to be such economical and durable performers in the Falcons, Mustangs, Fairlanes and Fords of today.

More than a decade ago, Ford research in automotive safety showed the need for a safety equipment “package” including safety door latches, deep-dish energy absorbing steering wheel, padded instrument panel and sun visors, safety rearview mirror, seat belts and safety seat anchors. Ford was the first to provide all these built-in safety features.

Ford's better ideas in safety continue to advance for 1967 with the standard Ford Motor Company Lifeguard-Design Safety Features found on every model and on all five Ford car lines.

Leadership in developing better ideas in cars that are better suited to the varying needs of the American Road is, as always, a great tradition at Ford. When America voiced a need for an efficient and economical small car, Ford produced the most practical and popular answer—Falcon. A few years later Ford planners sensed the need for a car combining the economies and maneuverability of a compact with the roominess and solid performance of the traditional family car, and produced Fairlane two years before the introduction of others in its class.

Another better idea is the Ford Bronco—a sturdy tail-wagging, go-anywhere, do-anything kind of car with amazing capacity for work or play—a new and separate kind of car which blends great versatility with the power and flexibility of automotive engine design.

Thunderbird has been the byword for better ideas in automotive design ever since it appeared on the unique two-seater of 1955. When the Bird became a four-seater in 1958, the trend to personal luxury cars was born. With the introduction of the historic Four-Door Landau for 1967, Thunderbird demonstrates its unique brand of leadership once again.

The concept of a true luxury car in the popular-price field was first expressed in the LTD by Ford. Never

before had such richness of decor, luxury car fabrics, deep carpeting, and touches of elegance like simulated walnut-grain paneling and courtesy lights at every door been available in Ford's field. For 1967, Ford broadens the concept with the LTD 4-Door Sedan to bring luxury within the means of still more car owners.

Better ideas to reduce owner concern with frequent maintenance items made Ford the first car to eliminate the repetitive nuisance of chassis lubrication every 1,000 miles. Today's Fords need routine maintenance only twice a year (or every 6,000 miles) and require chassis lubrication at the end of 36,000 miles.

Several years ago Ford was first to introduce self-adjusting brakes as standard equipment—a better idea that takes one more problem off the owner's mind and one more expense out of his budget. Better ideas in, brakes continue at Ford with power front disc brakes—available on all lines for '67—for fade-resistant operation in exceptionally severe service.

Better ideas in precision of manufacture and quality control enabled Ford to lead the industry as the first to offer a two-year (or 24,000-mile) warranty on the parts of the entire car. An even higher level of durability and reliability has been reached in the 1967 Fords, which permits the offering of a five-year (or 50,000-mile) warranty on the parts of engine, transmission, drive train, steering and suspension. And this is in addition to the existing two-year, 24,000-mile warranty on the entire car. There is no more liberal warranty than this on any American car today.

A veritable torrent of better ideas continues to come from Ford. There's the new, all-coil suspension and a new-concept frame with computer-designed body mounts, that isolate vibration. They give Ford a world-famous ride. It was a Ford, you know, that actually rode quieter than a Rolls-Royce.

Other new and better ideas on the 47 great new models from Ford for 1967: the Stereo-Sonic Tape System that plays up to 70 uninterrupted minutes of your favorite music—available on all five Ford car lines. You can have the exclusive convenience of Ford's better ideas for station wagons—the Magic Doorgate that opens like a door for people, swings down like a tailgate for cargo. You'll also find available on Ford wagons the dual-facing rear seats that provide seating for a family of eight. For a firsthand, see-for-yourself appreciation of how really great all these better ideas from Ford can be...drop in at your Ford Dealer's and take him up on his offer of a test drive. That's the ultimate proof of our best ideas yet—the '67s from Ford. But there's one thing you may be sure of... there will be an ever-increasing flow of these better ideas...and you'll find them first in the Fords of tomorrow!



Barna Find

1964 Four-Door Sedan



By Jeffrey Barna

*When was the
last time you
saw one like this?*



"I knew someone who had a car like that!" Every Falcon owner has heard that before. It's no surprise that seemingly everyone remembers our cars. The Falcon was, by far, the most successful of the new compacts introduced by the Big Three

for model year 1960. Ford sold millions of Falcons over the next ten years. My family had a Falcon—a green 1961 wagon, custom trim with 85-horsepower engine and standard shift.

When we see a bare-bones Falcon, it's likely a 1960 or 1961 model. The Falcon, the brainchild of Ford 'Whiz-Kid' Robert McNamara, was originally envisioned as no more than basic, affordable,



Jeff exhibits his most recent FCA award from the 2017 Northeast Regional.

reliable transportation and that's how the first ones were designed. The term "basic" was quickly abandoned. By mid-year 1960, a Falcon station wagon became available. Next year the upscale Futura was introduced. By the end of the first generation of Falcon in 1963, the car had evolved tremendously in levels of trim, performance and options. No longer considered a basic economy sedan, buyers could choose from wagons, hardtops or convertibles, upscale trim, scores of accessories and options, V8 power and four-speed stick-shift.

These upscale Falcons continued into the second generation redesign of 1964–65. Today, these cars have a higher survival rate; they're the more desirable models, so naturally they're the cars we see most often.

But think about it. When was the last time you saw a second generation Falcon like this? A true "stripper" as they were called. Finished in its original Chantilly beige which may be the least sexy color available, this car is the base Falcon four-door sedan. It was built on October 21, 1963 at Ford's now-shuttered Edison Assembly Plant in Metuchen, New Jersey. It sports the standard 85-horsepower engine with manual choke, and a three-speed column-shift manual transmission. There are no chevrons on the rear fenders and no aluminum plate below the trunk lid. Except for the Falcon script on the upper part of the front fenders, there's no chrome along the sides, nor a hood ornament. It has hubcaps, not wheel covers or styled wheels.

Inside, there's no aluminum on the dash, no horn ring, no carpeting, just black rubber mats. Beige was the only interior color available on this bottom trim level. There's no radio, just a delete plate, no cigarette lighter, no rear arm rests. The dome light only goes on by twisting the lights switch, not by opening the doors. The windshield wipers are one speed. This car's options are limited to front seat belts and backup lights, both likely dealer-installed extras.

This is the Falcon they sold to the guy who strolled

—Continued on page 10



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Barn Find

—Continued from page 9

into a Ford dealership and bellowed, “Show me the cheapest new car ya got!” These cars are not the survivors. They’re the ones that were used up and thrown away, or became donor cars for more desirable models.

The Company brochure declared the 1964 Falcon the “total performance compact” and called the base sedans, “in many ways...the most remarkable Falcons of all,” noting that they were among America’s lowest priced six-passenger cars, and their standard engine held the all-time Mobil Economy Run record. This was important to a majority of Falcon buyers who wanted economy, not pizzazz. And beginning April 17, buyers who wanted sporty could choose the Falcon’s new equestrian offspring!

I bought this Falcon on August 22, 2008 at Douglas Auctioneers, an auction gallery in South Deerfield, Massachusetts. I had no plans to buy the car. I was interested in another car they had for sale that evening, a true barn-find 1948 Chevrolet that hadn’t been touched in forty years. Incidentally, that car also came home with me. When this poor Falcon was offered, bidding stalled at a price less than its worth in scrap metal. Uncontrollably, my hand went up. There was another bidder, but he soon dropped out. When the gavel fell, I was the successful high bidder at \$299—that was \$260 plus a 15% buyer’s premium.

Yes, I broke the supreme rule of buying a car. I bought it first, then inspected it. I discovered the Falcon had just over 49,000 miles on its odometer and no rust issues, remarkable for a car from the northeast. It appeared much like it does today, except it was a lot dirtier and in dire need of detailing.

Mechanically, it was a different story. The Falcon’s keys were missing, it had one locked rear brake drum and a solitary mouse was residing under the back seat. The car hadn’t run in years. Its five dry-rotted tires were of five different sizes. The never-used spare still lives in the trunk. The car’s most significant problem was big one—the engine was seized.

After the car was hauled home via flatbed I got to work, systematically using various

1964 Four-Door Sedan

combinations of motor oil, Marvel Mystery Oil, automatic transmission fluid, brake fluid and kerosene down the spark plug holes, letting each one sit. The engine was still hopelessly stuck. The starter would only “clunk” and neither a long bar nor an impact wrench on the crankshaft pulley would budge it. Next, I tried a special (and expensive) penetrating oil from Canada, specifically designed to free seized engines. Still nothing happened.

Out of desperation and feeling I had nothing left to lose, I resorted to an old timer’s trick—Coca Cola. It’s actually more than legend. The phosphoric acid in the soft drink is a natural rust dissolver. So, I bought a bottle of Coke, heated up a few ounces on the stove, then winced while I poured it down the one cylinder that still refused to pass oil down to the crankcase.

Within hours, the Coke had done what months of lubricant couldn’t. The next morning, for the first time, there was a slight amount of movement of the crankshaft, perhaps a degree or two. But those two degrees turned into more degrees. Soon the crankshaft was moving. Then it made one complete revolution. Within 24 hours the engine, free of compression from the removed spark plugs, was spinning. The old jingle, “Coke Adds Life” was proven literally true. I celebrated the victory with a drink. I had a Coke, and a smile!

After flushing out the cylinders the best I could, changing the oil and putting everything back together, the engine fired right up,

“It’s my pleasure to be the present custodian of this remarkable Falcon.”



—Continued on page 12

Barna Find

—Continued from page 12

and it ran great. It smoked a lot until the residue burned off, but then settled right down, quiet and smoke free.

A full morning was needed to free the frozen rear brake drum. New wheel cylinders, brake shoes and springs, and hydraulic lines restored the brake system. The cooling system was flushed, the radiator boiled out and reinstalled with new hoses. New points and condenser went inside the distributor, but the original FoMoCo rotor was cleaned and reused as were the original distributor cap and ignition wires. The Autolite spark plugs were slightly worn but cleaned up nicely. They were re-gapped and reinstalled. A new air filter and fan belt were fitted, along with a new battery, headlights, starter, fuel pump, motor mounts and exhaust. Old parts were saved for future rebuilding.

While this was going on I was also doing a lot of cleaning. Fifty years of dirt and grime were

enough not to remove the headliner. But strangely, it was squeaky clean and needed hardly any attention.

The exterior got a good cleaning, too—compounding, polishing, and waxing. The tail light and parking light assemblies were taken apart, cleaned and bulbs replaced. New original-equipment U.S. Royal tires were mounted by a local tire shop, then scrubbed with whitewall cleaner. Pictures show that the paint still has plenty of flaws, but to me it's passable—a toss-up whether it's too good, or too cost-prohibitive, for a respray. "They're only original once," they say.



In July 2015, Jeff was the DJ at the FCA Nationals in Warwick, Rhode Island.



The Falcon arrived on a flatbed with a 1948 Chevrolet.

everywhere. On the surface it was disgusting, but the dirt had actually helped preserve the trim underneath. Both seats came out. I separated the back from the bottom of the front seat for a more thorough cleaning. All door and window handles and door panels came off. Sill plates were removed as well as a- and b-pillar trim pieces. So too the rear-view mirror and sun visors. There were more Falcon parts in my living room than on the car.

The rubber mats and pedal pads stayed in place but got a thorough cleaning with soap and water, a scrub brush and plenty of elbow grease. I was smart

After registering the car and getting the mandatory state safety inspection, it was time for the road. The Falcon drove fine but soon became moody—stumbling, hesitating, nearly stranding me. It got to the point where the car wouldn't run without the choke pulled out. A carburetor rebuild did the trick. It's fortunate that the Falcon's Autolite F-1 is one of the simplest carburetors to rebuild, since it was my first attempt. It took this novice a full day to remove, rebuild, replace and adjust. But it worked perfectly on the first try.

The next day, I took the Falcon to the Buttery Brook cruise night in



This is how she originally looked at the auction gallery.

my home town of South Hadley. The day after, we drove to Sturbridge, Massachusetts for the 13th Annual FCA Northeast Regional Meet, where I was stunned to win best in class. Awards were presented at the banquet that evening. Regional President Rick Bowes saw to it that my wife and I, as newcomers, were seated with friendly people—then-FCA President Chuck Beason and Regional Director Jack Ellis. Walking those few steps to receive my first award, it felt like I was winning a Grammy or Academy Award. The thrill was indescribable.

I joined the Falcon Club of America in 2010 when I learned that the Nationals would be celebrating Falcon's 50th anniversary in Dearborn, Michigan. I made the pilgrimage—not in my Falcon, but in my Fusion—and was thankful I did. It was an incredible show, and I was thrilled to ride shotgun in another member's car for a once-in-a-lifetime spin around the track at the nearby Ford Proving Grounds. That was my first FCA meet, but not my last. Since 2010, I've attended every regional meet of the Northeast Chapter. I was the disc jockey when our chapter hosted the Nationals in 2015, and have done so for our regional meets since then.

My car is fun to drive, although I must admit, standard shift and no air conditioning wears thin quickly. It's my pleasure to be the present custodian of this remarkable Falcon.

Seeing I had no radio in my car, someone at a FCA meet once offered me an original 1964 Falcon unit. I replied, "No thank you." For me, there's infinitely more character in that delete plate!

—Jeffrey R. Barna (FCA #13942)
South Hadley, Massachusetts



Jeff's Falcon shines alongside the other show cars at the Butter Brook cruise night in South Hadley, Massachusetts.

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FALCONS FOR SALE



1960 Ranchero, Sangria Red Metallic, 200 six CH transmission floor shift. Perrod Topper 15 inch American Racing wheels bucket seats, new sheet metal from doors, and new back interior five years ago. AM-FM CD player, gauges under dash, power assist brakes. 3:25 gears in differential. \$6,000 OBO. Jerry Hann, 303-328-1279. CO. 171104



1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow specialty heads and intake, built by Johnny Arnold of Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan Keith Burgan in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide transmission, and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers. Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and information, go to tweetrevenge.com. \$46,000 OBO. David Weich, dweich@carolina.rr.com or 704-829-5435. NC. 171213



1962 Ranchero, Type 66A, red with black roof, 101 horsepower, 170 cubic inch, special six engine with three speed transmission, three on the tree. New tires, transmission rebuilt, new clutch. 57,000 miles on speedometer. Modified to resemble Fire Chief car. Flashing red lights, red and

green lights on cowl, Fender mounted Darley Champion siren. Custom aluminum diamond plate locking tool box. White oak hose bed. Mounted fire ax, hydrant wrench, gated hose valve with fifty foot hose. Vintage fire extinguishers. The most fun you'll ever drive; it attracts everyone, wins trophies, and gets excellent newspaper coverage. Asking \$10,000 OBO. Inquire at jojohnwebster@att.net or call John at 847-234-4953. IL. 171105



1962 Falcon two door wagon. Rare two door station wagon body style. 1974 Ford Torino running gear. 250 cu. in. six-cylinder with electronic ignition. New C4 three-speed automatic transmission with cooler. New paint with original Baffin Blue color, white top and black interior. New upholstery, carpet, headliner, door and window handles, windshield, window channels, door and tailgate rubber, gas tank, exhaust, radiator with electric fans, alternator, wiring harness. Updated dash with new electric gauges and new knobs. New ignition switch and door locks. two-speed electric windshield wipers conversion. New electronic stereo radio with front and rear speakers. Rebuilt heater/defroster w/new blower motor. New insulation throughout. 14" wheels and tires with updated brake system. Florida title. \$14,000. Ron, ronbrooks20@gmail.com or 407-810-7357. FL. 171215

1962 Futura, Texas car, rust-free body, but rust in the floors. Six older automatic, shows and looks to have 50,000 miles. Pictures available. Rick Bailey, 817-946-1741. TX. 171202



1963½ Futura convertible for \$25,000. 77,500 low original miles. The rebuilt 200 CID engine with three-speed automatic runs well. We drive the car about once a month, but it spends most of its time in a garage which keeps the body in excellent condition. The interior, which is original in appearance, remains in good condition. Front passengers enjoy bucket seats. The body is red and white. I can supply additional color photos via email (jsage@sbcglobal.net). The convertible top is in excellent condition. Special features include dual exhaust and Continental kit. The car has won trophies in the daily driver category. Contact Jane, 916-489-4933 or jsage@sbcglobal.net. CA. 171204



1963 Falcon Econoline window tan color van, 170 engine, standard transmission. 74K, engine has been rebuilt. Originally a Texas vehicle, no rust. Would prefer to trade for a late model five window Econoline Pick-up in good condition, but will sell van if I can find a pick-up to purchase. \$10,000 OBO. Bill Vancos, bvancos@yahoo.com or 715-360-0400. WI. 180103



1964 Falcon Futura red two door hardtop, six cylinder automatic transmission, low mileage, runs good. NEW paint, interior, windshield, gas tank, tires, brakes. All gaskets and seals replaced and bumpers re-chromed, \$8,200. Contact Robert Cross, 660-826-8140. MO. 180119



1964 Falcon Futura convertible with custom interior and new top. New air shocks front and rear. 289 with headers, dual exhaust, cassette AM/FM stereo special design 1964 consistent, automatic transmission with manual shift option, aluminum radiator runs cool. Top up or top down—turns heads and draws interest anywhere you go. Starts with a click, good street runner, \$12,500. Charles Burgess, Charles_Burgess@dell.com, 512-497-6834. TX. 171116

1965 Sprint, \$2,500; 1965 Futura hardtop, \$800; 1965 Futura convertible four speed, \$1,500; 1964 Futura hardtop bare body in primer on rolling chassis, many interior and exterior parts, \$6,400. 1964 Futura convertible, \$1000; 1964 Sprint 289 V8 with headers and floor shifter, bucket seats, \$2500; 1964 Futura HT with Comet dash and 302 V8 three speed, \$2500. 1963 Deluxe Station Wagon, \$1,500; 1960 two door Comet, \$500. JL Branson, 4097 Hwy T, Marthasville, MO 63357; 636-228-4501 or email jlwbranson@mail.win.org. 171220



1965 red Futura hardtop, older restoration with few miles since rebuild. 200 six, automatic, interior redone, Billet wheels, runs like a champ, \$8,800. Tim Sampson, Text 410- 868-6739 or tfortejas69@gmail.com. MD 180110

1965 Mercury Caliente, very nice grille and body, new floor pans, and many extra parts, \$3,000. 1964 Mercury Comet four door, nice body, 210 automatic, air conditioner, 74,000 miles. Still has 1974 license plates, \$1,500. 806-683-3550. TX. 171224

1965 Falcon Futura convertible taken apart for restoration. Correct 289 V8 four speed, 90% complete, easy restoration. Many new parts, including tires. Complete 1965 Futura two sedan parts car comes with it. Both cars, \$4,000 OBO. Douglas, 575-478-2274 or canoenut46@hotmail.com. NM. 171228



Editor Note:
Please note correction from last month's listing. We regret any confusion this may have caused.

1966 Falcon Station Wagon, original 289 V8/C-4 automatic. **A pretty solid vehicle with NO big rust out issues.** It has pock holes in the tailgate and slight rust out in the left lower rear quarter panel. The interior is clean, needing some upgrading; I can supply pictures. Currently licensed, insured, on the road. Runs and drives well. The vehicle has a very poor primer paint job. Looking to sell for \$5,000, will consider a reasonable offer. Contact Bob Karpenko at GreedyMite@hotmail.com or by phone at 716-735-7547 Eastern. 171214

1966 Falcon Futura Sports Coupe barn find. Last plated in 1993. Clear Indiana title. Six cylinder automatic with bucket seats. New \$500. Falcon original style brake system installed along with new water pump and alternator. Have additional parts for the car. Minor rust. \$2,800. Call 812-294-1820 or email falconranch2@gmail.com with any questions. IN. 180104

—Continued on page 18

Falcon Family Saga and a European Export Falcon



Carl Lauppé (left) and his son Tom (right) are both shown with their family 1964 Falcon Sprint.

Most Falcon club members have all seen a significant number of Falcons at FCA regionals and National Meets. Each Falcon has certain characteristics that make it a little special. Looking for those little personality quirks is an entertaining way to enjoy each show and each Falcon.

Long time Falcon club member, Tom Lauppé (FCA #365) has a very rare 1964 Falcon Sprint. What makes his Falcon special is that it is a European export Falcon, delivered to Spain and purchased by his dad, Carl. Carl wanted to buy an American car, not a Seat (Spain's version of a Fiat). While he was looking in Madrid he found the one and only American car at a dealership; it was the 1964 Ford Falcon Sprint. That's why he bought it. Tom stated, "We all grew up as Chevy people but became Ford in 1964!"

Carl ultimately returned to central Florida and brought back the Falcon. From then on it lived in a carport on the southeastern edge of Lake Weir and has stayed in the family. It went from the family's main conveyance in Spain to a secondary car in Florida. Carl used it to take trash to the county dump. Whenever Tom visited he and his dad would take it out together to "exercise" it! In January 1970, while dating his future wife Karin, they used the Falcon to tow a small Scotty trailer to Daytona for the 24-hour race. They stayed in the infield and loved it. Tom remembers the winner, Pedro Rodriguez in the beautiful 917K Porsche.



On the VIN Tag, the DSO "95" indicated this Falcon was for export.

Note the Spanish Text on washer bag.



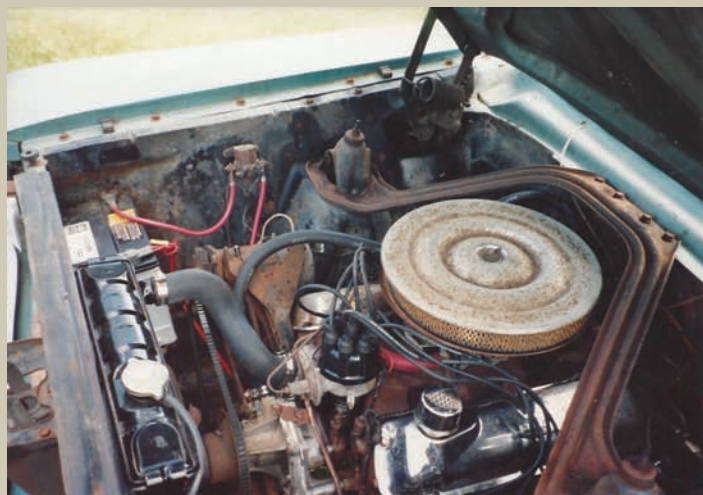
By Dick Harrington



In 1989 Tom's father announced he didn't need two cars. He asked if he was still interested in the Falcon "You bet!" was his response. So Tom began to focus on the reality that a change in ownership was really going to happen. Eventually Tom took possession from his dad and began a full restoration.

Export Falcons had some unique differences from Falcons delivered in America. The most notable difference is the cowl to shock tower braces. Tom's Falcon has an original factory installed export brace. The name export brace is literal, installed on cars

—Continued on page 20



The engine bay before restoration (left) and after restoration. The factory installed export brace says "I am special."



1966 Ranchero with rebuilt 289, auto, bucket seats, primer in spots, and an air conditioning unit which is not installed. Asking \$4,500. OBO. This car was originally from Arizona, and the floor pans have been replaced. E-mail rr4616blackoak@aol.com.



1970½ Falcon, 429 stroked to 501. Engine professionally built, near 600 hp/600 ft. lbs., Edelbrock heads/intake, MSD Atomic EFI, FPA ceramic coated headers, dual exhaust, prof. built C6, -6AN fuel/-10AN heater lines, lightened and

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FALCONS WANTED

Looking for a 1963 Super Deluxe Squire Wagon, body number 71D, in good driving condition. The ideal car would have a V8 and manual transmission. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA.171117

I am looking for an Econoline Pick-up in good condition. Prefer later model, five window, stock looking pick-up. I have a 1963 window van to trade, if possible, or I will purchase your truck and then sell the van. Bill Vancos, bvancos@yahoo.com or 715-360-0400. WI. 180103

PARTS FOR SALE

1966-70 Falcon Wagon tailgate cranks with keys, single action gate, good used to NOS, \$165 to \$395; 1966-70 Sport Coupe vinyl top trim two pieces, rare, good driver quality, \$125 for the set; Econoline Horn Buttons, \$35 each, one left. 1964-65 horn buttons, nice chrome, \$25-30 each; 1963 taillight lens, one pair, with back-ups, Glo-Brite, NORS, \$80 for the pair; NOS parklight lens, pairs, 1960: \$40, 1962-63: clear, \$40; amber, \$25; 1966/67, \$75. 1964 Futura horn rings: driver quality to very nice: \$60-\$175; 1963-64 Sprint horn ring, nice driver quality, \$60; 1964 NOS taillight lens, no backups, \$80 a pair; with back-ups \$200 per pair. 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960-63 Comet dash clusters, one early, one late, very nice chrome, \$195; 1962-63 Futura 13" wheel covers, \$40-\$100. 1962 Futura front fender spears, good driver quality chrome, \$300 per pair; 1963 mid-model/custom front fender spears, three sets of good-very good driver quality, \$100-\$200 per set. New six cylinder header set, fits a 1966-70 engine bay, \$395; four bbl manifolds OEM Ford, C6OE, \$125 (2), C4OE, \$395. 1964-65 Squire trim: four complete doors, two complete quarter panel trim, one RF fender trim, one excellent steel Squire fender; no tailgate trim, \$495 for all. Three Holley carbs on an Offenhauser intake manifold with linkage and chrome air cleaners, \$750. Body parts: 1960-70½ doors, fenders, hoods, trunk lids, two 1963-65 hardtop tops What do you need? We have a 30+ year collection of Falcon and Comet parts; please call or email with your needs. Lenny Kellogg, Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, or visit us at kelloggsgarage.com. CO. 180109

1964 C4 five bolt 289 block, standard bore with .003 taper, magnafluxed and baked, \$400. 1965 289 ready to run .040 over, flat-top pistons, parallel decked .012 deck height Erson 351 cam, GT40 heads Scorpion roller rockers with front cover, pan, oil pump, dampener, \$2,500. Email msgarrett35@Reagan.com or call 301-803-0433. MD. 180123

1963 Falcon Futura convertible parts: wheel covers, door and windshield chrome, glove box, emergency brake cable and handle. Front fender spears, hood scoop, front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Selling as a lot. Make me an offer. Oliver Jergensen, 360-631-8213. WA. 180116

C3AA-6394-C stamped five bolt bell housing, fits 1963–65 260–289, \$195. French made Moto-Lita wood steering wheel, new, 15 inch diameter. This is NOT made by Moto-Lita of Great Britain. Designed for Cobra kit car, may fit others, \$275. Original 1963 Sprint air cleaner; needs to be re-chromed, \$150. All prices plus shipping. John Simone, 413-336-5307, MA. 180106

More than 30 year collection of parts: four speed transmissions, top and side loaders, two and three speed automatic transmissions, five and six bolt bell housings, rear curved glass for station wagon, taillights and buckets, lots of chrome, doors, fenders, hoods, trunk lids, and much more. 806-683-3550. TX. 171224

1960 NOS Falcon grille, \$199. 1964/1965 NOS Falcon grilles and headlight assembly, \$1,499. 1962/1963 NOS Falcon cowl top, \$275. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$459. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$459. 1965 NOS Falcon back-up lamp kit, part #C5-DZ-15449-B, Wagon/Ranchero, \$499. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$250. 1964 NOS Falcon lens, no back up, \$125. 1965 NOS Falcon lens, no back up, \$125. 1963–65 Falcon/Comet, 14", four lug, chrome slotted wheels with B.F. Goodrich Tires, \$950. 1963–65 Falcon bucket seats, black, usable or recover, \$950. 1963–65 Falcon/Comet four speed shifter with knob, \$199. 1963–65 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$229. 1963–65 Falcon/Comet six cylinder valve cover, black powder coated, \$155. 1963 Ford FE, 3x2 set-up, intake, carbs, linkage, air cleaner, NOS air filter, fuel log, \$1,400. More NOS, used and Scott Drake reproduction parts available, Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 171103

NOS duplication of original locking gas caps in option book for 1966 through 1970, \$58, free postage in USA. Contact Bill, Fordfalcon68@msn.com. 180116

Used leaf springs out of a 1964 Falcon sedan: cast #C4DA-5556-A GI-3K, \$200. C4 B&M "breakaway" torque converter, \$300. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. 1965 289: crankshaft, \$150; eight connecting rods cast #C3AE, \$100; valve covers, \$60; engine block main caps, \$100. 1966 289 heads cast #C6OE, date codes 5F10 & 5H17, \$200. 289/260 Falcon exhaust manifolds, \$100. 1965–66 2bl set up: intake cast #C6OE-9425-A, date 5E4; carb cast #C5ZF B; PVC system, thermostat housing, carb spacer, fittings, engine tag etc., \$250. 1967 289 heads: cast #C6AE, dates 7D18 & 7E2, \$200. 347 stroker kit, \$1,200. 1995 351W heads, cast #E7TE, dates 5B15 & 5B17 one pair \$150. 1968–70 428 CJ parts & 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 180114

Don Branson's 35 year collection of good used parts for 1960–1969. Hoods, \$75; doors, \$75; grilles, \$150–800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Entire lot of parts or a piece at a time; parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or email jlwbranson@mail.win.org. MO. 180101

PARTS WANTED

289 Hi Po San Jose built 4 speed radiator, Top tank is stamped: C4ZE W-MO G2 2-65. 3939-S fuel pump, I am looking for February 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO. 63128-1416. 314-480-2556 or kslitteken@aol.com. 180114

1960–65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all—partial sets, individual pieces OK. Call or email Lenny Kellogg, Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, CO. 180109

Need only the rear wheel house moldings for a 1966 Falcon Futura two door. Also need door edge (lip) guard moldings and a pair of the "spear" moldings. For a 1961 wagon, I need passenger side tail light metal chrome trim. Elvis Sugar, 216-233-6600. IL. 171216

Falcon Family Saga and a European Export Falcon

—Continued from page 17

destined for export. There is much speculation on why exported Falcons received the bolt-on brace; my guess is it had to do with FIA homologation rules for the Monte Carlo Rally Falcons. The bolt-on brace makes engines changes much easier and stiffens the front suspension. By installing them on exported Falcons,

they could use the brace on the Falcons that were raced in Europe.

Tom's Falcon also sports a washer bag that is in Spanish instead of English text.

The export Falcon Sprint was assembled at the Metuchen (T) assembly plant in Edison, New Jersey on September 23, 1964 (23J).

I do not see many Falcons sporting the "T" on their VIN plate. Again I would speculate that Metuchen assembly made a short trip to the port of departure. Tom was a lucky kid to have his dad buy a Falcon Sprint with the V8 and four-speed.

—Dick Harrington
(FCA # 12563)
Titusville, Florida



The trailer hitch indicates this Falcon was more than a show car in its early days.



Rust on trunk lip shows it did not lead a pampered life.



Left: Close-up views show how the factory attached the export brace. Note the reinforcement plate on the underside.



Tom's Falcon gets a ground up restoration.



Correction from
December 2017 National
Meet issue.

The "Ladies Choice"
Award winner should
have been listed as
Linda Kraude.



LINDA KRAUDE

Why would you drive ANYTHING ELSE?



For some of you, does this bring back fun memories of your earlier years? This photo was featured on the cover of American Station Wagon Owners Association's newsletter, The Wagon Roundup, Issue No. 64, January 2017. It was submitted by their Editor and FCA member Tim Cleary (FCA #10157) of Gig Harbor, Washington. Thanks Tim for that fun shot of 60s nostalgia.

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5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER
Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar–Nov,
Benny's Rod & Custom Pizza Café,
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Bob Snider, 510-278-0519
636 Via Pacheco
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Taj Dufour
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831-438-8268
See montereybayfalconclub.com for
meeting info.

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Roger Moore
126 143rd St. SE, Lynnwood, WA 98087
206-290-3093
luva65falconwagon@frontier.com
Meetings third Wednesday, bimonthly Jan–Nov.
See rainierfalcons.com for more info.

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Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

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816-806-1806

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636-677-4670
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Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER
Charles T. Mans
P.O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY
Jim Boyer
jlbmac357@gmail.com
816-806-5102
Meet first Friday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS
Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495
Meet second Saturday, even months

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Gordon Leslie
12300 Churchill Ave., Southgate, MI 49195
734-225-1067
Meet first Sunday bi-monthly, Southgate Holiday
Inn, 17201 Northline Road, Southgate, MI 48195

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953 Burk Road, Highlands, MO 65669
417-761-2677
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Bread, N. Kansas Expressway, Springfield, MO

South Western Region

Regional Director **Todd Gaudin**
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607; toddgaudin@yahoo.com

ALAMO CHAPTER, SAN ANTONIO, TEXAS
Patti and Arthur Browne
606 Olney Dr, San Antonio, TX 78209
210-822-6692, 64ranchero@satxrr.com
Meet second Sunday monthly
Pig Stand, 1508 Bawdy, San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS
Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153
Meet third Saturday monthly; time and location
vary. Contact garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER
DALLAS/FORT WORTH
Ryan Murphy, 940-300-3788
ryan_murphy_1981@yahoo.com
307 W. Locust, Whitewright, TX 75491
Meet second Saturdays of even months only.

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112 Denman, Mt. Pleasant, TX 75455
903-572-9593
Meet third Sunday monthly. Call for information.

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David Gunnells
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903-759-6850
For Club information, contact David

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jordanmixon@hotmail.com
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713-703-5110
Meet second Saturday monthly, Prince's Drive=in,
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19611 E. Paloma Lago Ct.
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281-467-4607
Meet third Saturday of even months; Valley Ranch
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Check website or call to verify.

Mountain Region

Regional Director Kent Whisenand Jr.
7190 W 24th Place, Lakewood, CO 80214
720-480-4910; kw65falcon@gmail.com

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1 Pinetree Dr., Gulfbreeze, FL 32610
850-293-1131
Meetings TBA

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Mike Sigler
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Gulfport, MS 39503
228-596-9160

Meeting info posted on Facebook page.

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Bruce Stewart
175 Hornstown Road, Gallatin, TN 37066
615-452-0321

Meet monthly. Call for dates and location.

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Pittsburgh, PA 15239 • 905-335-2834
Meetings TBA

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Regional Director Dave Wagner
7111 Wolffeve Landing Dr., Harrison, TN
423-243-3525; 655sprint@baldwinpines.com

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Tony Honeycutt
6477 Mount Pleasant Rd. S.,
Concord, NC 28025
980-621-1787; exeasy_98@yahoo.com
Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER

CAMDEN, DELAWARE
Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834; steeler306@comcast.net
Meetings TBA

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166 Crowell Rd. SE, Conyers, GA 30094
770-560-3964; mkkerbow@bellsouth.net
Bobby Chester (July-December)
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Launching The Red Rocket

Proctology—AKA, working on the rear end

1 In my experience, most people focus on the front end of a car during restoration. Ball joints get replaced, brakes get converted to discs, maybe a bigger sway bar is needed, etc. But attention needs to be paid to the rear end of the car as well. Restoration of the rear end mechanics is often easier for the weekend mechanic than the front end.

Once The Red Rocket returned from the paint shop, I dug deep into the rear end mechanics to freshen them up and give them the attention that they deserved.

I first removed the gas tank. Nothing particularly wrong with the existing tank, but the exterior was pretty dirty from years of road debris accumulation, and the additional headroom provided by the hole in the trunk is always welcomed.



3 In the past, I have cleaned up and painted the cover. But unless the axle and the differential housing is also cleaned and painted, a freshly painted cover on an unpainted axle and housing just looks odd.

After finishing the differential, I replaced the leaf springs. Over the years, cars, like people, start to sag a little in the rear. I prefer replacing the springs to re-arching, mostly because new springs are not that expensive, especially for 1964–65 Falcons as they use the same springs and shackles as 1963–73 Mustangs. I wrote an article previously discussing how to replace the rear leaf springs in a Falcon, and I was able to replace the springs on The Red Rocket in about three hours. Not having the gas tank in place really helps with replacement of the rear spring hangers or shackles.

2 In my next step, removing the differential cover plate allowed the old gear oil to drain overnight. The next day, I scooped out the sludge that had accumulated over the years at the bottom differential. I removed three to four handfuls of goopy sludge that had not drained. This sludge will not drain out by itself and must be removed by hand. After cleaning up the differential cover, I reinstalled the cover using a new gasket.



A Series by Jeff Schira

4 After replacing the leaf springs, I turned my attention to the rear brakes. Once again, in my experience, the rear rubber brake hose has almost always been neglected. You will need to remove the rear hard brake lines to replace the rear brake hose and the wheel cylinders; I generally replace the rear hard brake lines as well. My advice, spend the extra money and have the replacement lines made from stainless steel. Stainless lines look nice and will never rust. This is also a good time to replace the axle vent line if needed.



6 I finished the brakes with a set of new drums, painted flat black with header paint. I have seen far too many cars with rusty, decrepit looking drums peeking out from behind wheels costing thousands of dollars.



8 Once all of this work was finished, it was time to reinstall the gas tank.



5 New brake shoes, wheel cylinders and hardware complete the rear brakes. Once again, wheel cylinders and wheel hardware are relatively inexpensive—\$15 to \$20 per wheel—so I go with new.



7 My usual practice is to replace the universal joints, so I took care of this as well.



With the back half of the car complete, I moved on to the front end of The Red Rocket, including engine installation.

—Jeff Schira (FCA #6235)
Arlington, Texas

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228-596-9160
mikesiglerfalcon@gmail.com

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607-746-2213
rharrington2@stny.rr.com

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1221 Rue Ct.
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jamesdizerega@comcast.net

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Gulfport, MS 39503
228-596-9158
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22806 Bradford Ln. Ct.
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MEMBERSHIP SECRETARY

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Please use email or snail mail.

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214-215-7485
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WEBMASTER

Mike Grant
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CHAPTER COORDINATOR

Russell Welty
120 Meadow View Dr.
Wimberley, TX 78676
409-498-3596
russell.welty@yahoo.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
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717-469-7252
afutura@verizon.net

SOCIAL MEDIA DIRECTOR

Dee Bowes
423-519-3117
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228-596-9160
mikesiglerfalcon@gmail.com

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Automatic Overdrive Conversion

TECH TIP RERUN

For those of you contemplating a move to a four speed automatic, here are some notes from my experience with performing this conversion on a 1963 Falcon Ranchero.

Make sure you get a 1.989 -1.993 Ford Automatic OverDrive. It has the better rear oiling system. Also (and this really had me on pins and needles), it is less complicated than earlier Automatic Overdrive. The accumulator in the front left corner of the tranny is deleted. Also be sure to get the shorter tailshaft version like that used on the Mustang.

Use the Lokar AOD Throttle Valve shift linkage kit from Summit. It works! There was a little problem for me regarding the plastic carb linkage connection. My headers would have melted it. My solution was to get a ball and socket swivel and drill it longitudinally with a 5/64" drill just above the level of the flattened ball. Cut the socket piece such that it is as long as the locking collar surrounding the socket. This let me pass the wire through the swivel and then into the Lokar adjustment bead that had the setscrew lock. The bead rests against the ball swivel and works just like the original Lokar piece.

I used the B & M Hammer shifter, from Summit, with the Automatic Overdrive adapter and it worked very well. I had to make a bracket between the shifter base and the tranny to firm things up a bit. Also, the bracket allowed me to correctly locate the shifter such that the covering bezel was centered on the tranny tunnel and looked right. Make sure to drill the hole for the cable far enough ahead of the shifter so that the cable doesn't get kinked or bent. Any sharp bends will make the shifting effort pretty difficult.

I got the tranny cross mount from Dark Horse Performance—what a dream. No issues at all, even with the speedometer cable where it passes between the mount and the tunnel reinforcement member. Use a standard C4 tranny isolator. Take .75" square tubing and duplicate emergency brake

arm and weld to mount. I just held the associated brake hardware up near the mount and guessed the length to cut the arm prior to welding it on. There is so much adjustment, there is very little to worry about with exactness.

I used a speedo cable from Virginia Mustang that is used with a '65-'66 Mustang. Perfect length. The formula for calculating the correct driven speedo gear is: Driven gear teeth drive gear teeth x axle ratio x tire revs per mile all divided by 1000. Round to nearest tooth.

Be very careful regarding the Throttle Valve linkage adjustment. What you must do is insure your carburetor is adjusted such that the throttle plates are closed at idle and wide open (vertical) at Wide Open Throttle; attach the Lokar cable unit at the tranny linkage and determine the exact length of cable that a full stroke of the Throttle Valve arm at the tranny exposes, i.e., mark the cable at Throttle Valve at rest (Throttle Valve arm back toward back of car) then pull on the cable until the TV arm is full forward and mark the cable again. The distance between the marks is the Throttle Valve cable stroke distance; Find or fabricate an arm on the carb throttle linkage that is exactly across from the throttle cable attachment point on a line through the throttle pivot point; measure the distance from a selected point on this arm and measure the distance from that point at throttle at idle and throttle at Wide Open Throttle, this must match the Throttle Valve cable stroke distance; keep selecting points along the Throttle Valve arm at the carb until the idle to Wide Open Throttle stroke length matches the Throttle Valve cable stroke length; drill a hole for mounting the ball from the ball and socket assemble modified above and mount the ball; mount the Lokar cable pull point such that the cable leading to the attachment point on the throttle arm is parallel to the throttle wire.

I made a gauge block for adjusting the Throttle Valve cable by taking .25" key stock material and cutting it to length and then slotting it to go over

the Throttle Valve cable at the carb between the ball and swivel assembly and the Throttle Valve cable adjustment bead/setscrew assembly. Follow the instructions given in the Lokar Throttle Valve cable booklet for final adjustment.

Note that the Throttle Valve pressure port is the middle 1/8 FNPT port on the rear side of the transmission. I used a 0-60 PSIG gauge on a piece of soft tubing and barbed host connections and it worked perfectly. I adjusted to 33.5 PSIG with the Throttle Valve gauge block installed.

I had to mount a spring that gently tugged at the Throttle Valve arm at the transmission to insure it fully returned to rest. I say gently because any serious pull at rest will cause the shaft seal to leak when the car is shut down and the fluid returns to the tranny pan.

Select a torque converter that is for the locking Automatic Overdrive. I used a low stall speed converter (approx 1700 RPM) to control heat due to slipping at takeoff as well as to soften the takeoffs in a light weight car.

I purchased a used Automatic Overdrive and gutted it to allow ease of fit-up measurements. What a difference that made. It only weighs 40 lbs. I had to shift my rear brake and gas tubes upward slightly and bump the firewall right at the two upper tranny mounting bolts. I also developed a good technique for mounting the tranny.

I used a Sears 3 ton floor jack with a Summit tranny adapter pan in place of the usual jack pad. Those, and two boat cover straps, were sufficient to mount the tranny single-handedly into the car.

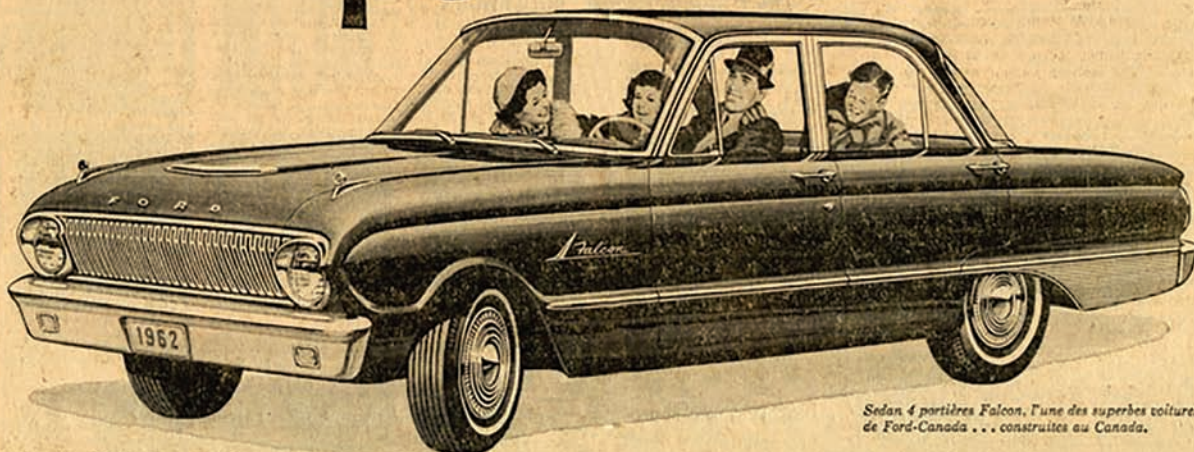
By the way, you must have the car exactly 24 inches, measured at the frame rail under the door, up in the air to do this job. I did it with bricks, four bottle jacks, two two-ton floor jacks, and four six-ton jack stands. My back still hurts. And my daughter still thanks God that she still has a Dad here on Earth. Be careful!

—Reprinted Tech Tip from
TNFN, May 2007

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Letter to the Editor

Send your comments and thoughts on articles, questions to other readers, and general Falcon information to fca.editor@yahoo.com.

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I am an Apple user. I have had issue trying to access Tech Articles on FCA website. There is something in the programing between versions of Windows and Safari that sometimes creates a problem. As an Apple user you may have noticed some of the Tech articles open in the first window after you enter the password while others just open a blank grey window. When you get a blank window some additional steps are required. Here are those steps.

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I have not taken the time to research how, what and where on this, like which Window versions and which Safari version interact in this way. I am just not that much of a computer geek to be able to perform that research. And it may all change in the next update of Windows and/or Safari. I am probably like you, as long as I know how to work around it, that information is now all I need.

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Thank You.

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